

LT. COMDR. C. H. ROPER. U.S.N.

TRAINING DIVISION.



9 NOVEMBER 1929.

BUREAU OF NAVIGATION

BULLETIN

NUMBER 117.

PUBLISHED FOR THE PURPOSE OF DISSEMINATING
GENERAL INFORMATION OF PROBABLE INTEREST TO
THE SERVICE.



OFFICER PERSONNEL.

Reassignment of Officers as Student Naval Aviators.

Following the recent revision of the flight training course at Pensacola, FL, there has been renewed interest in the problem of the reassignment of former students who failed successfully to complete the course.

It appears to be the general belief among such officers that they would qualify if given another opportunity. This conviction of ability to succeed is most laudable. Aside from this, the reassignment of former students would materially simplify the Bureau's problem of filling the Pensacola classes. However, the Bureau is interested in producing only qualified, and living, aviators, and the determination as to whether or not a student should be reassigned after once failing thus becomes a somewhat difficult matter.

When an officer of experience and mature years is found not qualified to continue training the decision is, generally speaking, final. He either has or has not the particular qualifications considered necessary in a Naval aviator. This is simply a condition, practically beyond the control of the individual, and no criterion whatever of his ability in other fields. Even though he might complete the course and might subsequently obtain a commercial license, the exactions of Naval aviation, - formation flying, taking off and landing on carriers, and so forth - are such that to permit him to continue flying would, in the opinion of the experienced flyers who pass judgment upon him, expose him and probably others to unnecessary and unjustifiable risks. The mental and physical make up of such an officer is more or less set, so to speak, and there is no reason to anticipate such a change with the passage of time as would justify making a further attempt to qualify him.

With the younger officer the situation is different. Except in certain cases in which there exists a basic trait of character, a physical deficiency, or some disqualification of a manifestly permanent character, it remains always possible that in time there will be such a change in the circumstances of any individual case as to warrant again attempting to qualify the student who has once failed.

The Bureau is greatly interested in the cases of these younger officers and desires to afford them all encouragement possible in their efforts to return to Pensacola. Each case that arises must necessarily be considered on its individual merits. Consideration must be given not only to the efficiency of the service, but to the interests of the individual and to the safety of those with whom he would be associated if returned to flight duty.

In general, the Bureau considers that the determination as to whether or not an officer should be returned to Pensacola must be based largely on the efforts the individual has made to overcome the deficiencies for which he was originally dropped from training. In many cases this will come about through the development of a somewhat more mature point of view, in more cases through further flying experience to be gained by taking advantage of every opportunity while in company with aircraft units.

Elimination Flight Training.

Since the substitution of the present system of elimination flight training for the former system of indoctrinal flight training, the change having become effective in March, 1929, it has become even more evident that the indoctrinal course did not furnish a satisfactory basis upon which to make recommendations for further training at Pensacola, Florida.

There were a considerable number of officers who were not recommended for further training after completing the indoctrinal course and stated on the course report form that they did not wish to take the Pensacola course.

It is thought probable that there are a number of these officers who desire flight training but were discouraged when they were not recommended for it after taking the indoctrinal course, and in consequence of feeling that they were not qualified stated that they did not desire flight training. All such officers are now urged to request elimination training. Officers in the Battle and Scouting Fleets should submit their requests to the commanders of their respective fleets, as the latter have been charged with the assembling of the elimination classes. Officers in other forces should address their requests to the Bureau of Navigation.

Officers who were not recommended for further training after completing the indoctrinal course but nevertheless requested such training are being ordered to elimination training as their cases are discovered. Such officers will greatly assist the Bureau and will expedite action in their behalf by initiating action themselves, as outlined in the preceding paragraph.

No officer will be ordered either to elimination training or to flight training at Pensacola unless he has been found physically and temperamentally qualified for flight training within the preceding six months.

Resignations of Class of 1928.

In recent years, the Department has not accepted resignations of ensigns of the line until the completion of at least two years' sea service after their graduation from the Naval Academy. The Department will now, however, consider favorably resignations from ensigns of the Class of 1928 who have remained on sea duty since graduation, submitted to take effect subsequent to April 1, 1930 and prior to June 1, 1930. Subject to the practicability of relief and detachment from operating vessels, accrued leave may be granted prior to the date of effect of the resignation.

Officers for New Submarine Training Class.

The following officers have been selected for the submarine training class to be convened at the Submarine Base, New London, Conn., on 6 January, 1930:

Lieutenant Artyn L. Main, U.S.N.,
" Hyman G. Rickover, U.S.N.,
Lieutenant (jg) Hugh D. Black, U.S.N.,
" Wilkie H. Brereton, U.S.N.,
" Clarence Broussard, U.S.N.,
" Waldeman N. Christensen, U.S.N.,

Lieutenant (jg) John J. Crane, U.S.N.,
 " Edward F. Crowe, U.S.N.,
 " Harold F. Dearth, U.S.N.,
 " Walter D. Fratzke, U.S.N.,
 " Frederic A. Graf, U.S.N.,
 " Raymond S. Lamb, U.S.N.,
 " Augustus C. Long, U.S.N.,
 " Percy H. Lyon, U.S.N.,
 " Stanley G. Nichols, U.S.N.,
 " Osville K. O'Daniel, U.S.N.,
 " Gordon B. Rainer, U.S.N.,
 " Roy R. Ransom, U.S.N.,
 " Clarence C. Ray, U.S.N.,
 " Robert H. Rodgers, U.S.N.,
 " Bernice I. Rutt, U.S.N.,
 " Louis Shane, Jr., U.S.N.,
 " William R. Shaw, U.S.N.,
 " Joe W. Stryker, U.S.N.,
 " William W. Weedon, Jr., U.S.N.,
 " Arthur C. Wood, U.S.N.

Ensign John J. Branson, U.S.N.,
 " Creed C. Burlingame, U.S.N.,
 " Joseph J. Carey, U.S.N.,
 " Daniel T. Eddy, U.S.N.,
 " Harry J. Hardwick, U.S.N.,
 " Richard B. Hewes, U.S.N.,
 " William R. Ignatius, U.S.N.,
 " Joseph W. Kern, U.S.N.,
 " Ernest W. Lamons, U.S.N.,
 " Thomas H. Massie, U.S.N.,
 " James V. Higby, U.S.N.,
 " Edwin P. Robinson, U.S.N.,
 " David C. White, U.S.N.

ENLISTED PERSONNEL.

Consideration of Requests for Further Flight Training.

From time to time, the Bureau receives requests for flight training from men who have previously undergone flight training at Pensacola and failed.

Each one of such cases is considered on its merits. When such a request is received in the Bureau, it is forwarded to the Naval Air Station, Pensacola, for recommendation. Based on their records of previous training, Pensacola recommend either approval or disapproval. In each case the recommendation of Pensacola is followed in determining whether or not a man shall be reassigned to flight training.

TRAINING.

Slidefilm Program.

Shipments of slidefilm projectors and of films, as described in Bureau of Navigation Circular Letter No. 45-29, are well underway, requisitions from several dozen ships and stations having been filled. There are at present in the Bureau a number of photographers from the Scouting Fleet studying the technique of producing slidefilms. Their efforts, added to those of the commercial producers to whom contracts have been let, will result in a regular flow of new films, and the effort is constantly to make the films more practical. Films for the use of officers are also under consideration, and everything points to the slidefilm being an important and welcome addition to the equipment of ships.

Additional Book on Applied Psychology.

A recent Bulletin called attention to Dr. Laird's book entitled "Psychology of Selecting Men", which is available in the loan library of the Bureau of Navigation. A very fine introduction to this subject, which gives a clear idea of the possibilities and limitations of practical industrial applications, is found in the book entitled "Employment Psychology, the Application of Scientific Method to the Selection, Training and Rating of Employees" by Henry C. Link. This book, which was published by McMillan, is available for loan by the Bureau of Navigation Library. It is non-technical and extremely readable.

Recruits under Instruction.

The following table shows the number of recruits under instruction at the various Training Stations, under date of 26 October, 1929.

:	: Great	: Hampton	: Newport	: San	:
:	: Lakes	: Roads	: R.I.	: Diego	: Total
: Recruit Training	:	:	:	:	:
: Apprentice Seamen	: 640	: 681	: 515	: 1135	: 2971
: Seamen Second Class	: 9	: 6	: 4	: 39	: 58
: Firemen 3rd Class	: 0	: 0	: 0	: 30	: 30
: Other Ratings	: 14	: 19	: 9	: 28	: 70
:	: 663	: 706	: 528	: 1232	: 3129

NAVAL RESERVE.

Selection Board for Naval Reserve Officers.

The Bureau contemplates convening a board of selection on 15 November, 1929, for the purpose of selecting one commander of the line, of the U.S. Naval Reserve, to fill a vacancy in the grade of captain as of 1 July, 1929. The records of all line commanders, of the Naval Reserve, will be submitted to the Board for its consideration.

MISCELLANEOUS.

Talking Pictures for the Navy.

The Bureau is keenly alive to the desirability of providing motion picture sound equipment for use on board naval vessels. The difficulty of obtaining silent film programs suitable for exhibition on board ship is rapidly increasing. It is desired to afford naval personnel the latest and best motion picture programs practicable and it is fully realized that the provision of sound equipment is rapidly becoming imperative if this end is to be accomplished.

There is no suitable sound apparatus for naval use in existence at the present time. The requirements for shipboard installation differ so radically from those which standard commercial equipment meets that special apparatus must be designed, developed and tested in the laboratory and in service. The Bureau of Engineering is proceeding with laboratory tests of leading commercial equipment furnished by several manufacturers, with this end in view.

The funds which have been available for motion pictures will be entirely inadequate to cover the greatly increased original and maintenance costs of sound equipment. The additional funds required for this purpose will be requested when suitable apparatus for installation on shipboard is available and its purchase is considered advisable.

Second Nicaraguan Campaign Badge.

The Secretary, on 25 October, 1929, authorized the issuance of a campaign badge to be known as the Second Nicaraguan Campaign Badge to the officers and enlisted men of the Navy and Marine Corps who participated in the operations at Nicaragua. The Chief of the Bureau of Navigation was directed to secure the design for the badge and to obtain the necessary supply for issuance to the naval service.

The initial date, as marking the beginning of the campaign in commemoration of which the badge is authorized, has been set as 27 August, 1926, the date on which the first landing of the United States naval forces at Nicaragua took place, through the necessity of protecting American lives and property. As the character of the service still being performed in Nicaragua by the reduced naval forces remaining in that country is of the same nature as the early operations, the date terminating the period for which the badge will be issued is to be announced at a later time.

The issuance of campaign badges before the final termination of the campaign is a departure from the proceedings heretofore followed. This course was taken in view of the fact that present conditions in Nicaragua may continue for years. It is believed that in the best interests of morale, the reward for services in Nicaragua, services that have been onerous and in varied degree perilous, should be made as soon after the act justifying it as is practicable.

It has been further decided that the award will be made to all officers and men of the Navy and Marine Corps who have served on shore in Nicaragua, or who may serve on shore in Nicaragua during the continuance of the campaign, and also to the officers and men of the Navy and Marine Corps who have served or may serve in Nicaraguan waters, on board vessels regularly or temporarily assigned to duty with the Special Service Squadron during the campaign. In the case of personnel

serving afloat, the award will be restricted to vessels with the duty of protecting American interests in the republic of Nicaragua under orders of the Commander, Special Service Squadron, and will not include those vessels whose duty in connection with the operations was in the transportation of personnel and supplies to and from Nicaraguan ports.

The campaign badges will be issued as soon as they become available:

- (1) To all persons whose services in the campaign have terminated; and
- (2) To the individuals now or hereafter serving during the continuance of the campaign, either in Nicaragua or in Nicaraguan waters on vessels hereafter specifically named, the award to be made upon completion of those services.

No officer or man will be entitled to more than one campaign badge in any event.

The General Order to be issued to the Service will list the vessels coming within the terms of the Department's decision in the matter for services between the dates of 27 August, 1926, and 1 July, 1929. The General Order will be modified from time to time, so as to include the operations of individual vessels subsequent to 1 July, 1929.

The forthcoming General Order will also establish the procedure to be followed to secure a Second Nicaraguan Campaign Badge by those entitled to receive this recognition for services during the campaign.

An earlier campaign badge for services in Nicaragua, known as the "Nicaraguan Campaign Badge", was issued a number of years ago in commemoration of the services of personnel of the Navy and Marine Corps who served in the campaign in Nicaragua between the dates of 29 July, 1912, and 14 November, 1912. A holder of the early campaign badge is entitled to the new badge in addition, provided he served in Nicaragua or in Nicaraguan waters during the present campaign.

Nicaraguan Campaign Badge for Service in Cruiser MARYLAND.

The Department has approved the addition of the name of the U.S.S. MARYLAND to the list of vessels for service on board of which the Nicaraguan Campaign Badge is awarded, and has set, as the limiting dates of that Campaign: 29 July, 1912, to 14 November, 1912, both dates inclusive.

Pamphlet on Thrift.

It has recently been brought to the attention of the Bureau that a number of officers are unaware of the existence of a pamphlet, prepared under the supervision of this Bureau, on the subject of Thrift and containing sound information on the subjects of insurance, savings accounts, investments, budgeting and wills. Forty thousand copies of this pamphlet were printed in 1928 and a number of copies were "broadcasted" to every ship and station in the Navy, and various distributing officers were well supplied to meet requests for additional copies.

In the foreword to this pamphlet, there is the following expression of the Bureau's opinion on this subject: "The Bureau of Navigation believes that the subject of Thrift is one which vitally affects the individual morale and efficiency of Naval personnel. Without this, it seems impossible to get the most out of training courses issued by the Bureau. It is obvious from records at

hand that lack of attention to this subject has brought about discontent, unhappiness, ill health, and, finally, trouble in the service which has resulted in courts-martial".

In the preparation of this pamphlet various authorities were consulted, men of sound judgment whose advice is held at a premium in any financial circle. It is believed that every officer and man in the Navy should study it.

There are still a number of these pamphlets on hand and the Bureau will gladly forward copies to those who cannot obtain them on their own ship or station.

Results of Navy Department Golf Tournament.

The annual Navy Department Golf Tournament was held on the links of the Army-Navy-Marine Corps Country Club, Washington, D. C., on October 10th, 1929, and of the ninety-one entrants, the following-named officers succeeded in winning prizes:

<u>LOW NET</u>	Gross	Hand.	Net
Lt. Comdr. C. A. Broadus (MC)	83	24	59
Captain F. G. Pyne (SC)	95	28	67
Lt. Comdr. A. G. Noble	94	26	68

<u>LOW GROSS</u>			
Lieut. G. B. Sherwood	81	6	75
Lt. Comdr. J. M. Steele	83	12	71
Capt. L. P. Treadwell	84	10	74
First Handicap Group, low net,	Lt. (jg) W. H. Baty (MC)		75
Second " " " "	Comdr. J. V. Howard (MC)		72
	Comdr. I. C. Bogart		72
Third " " " "	Comdr. H. W. Connor (MC)		70
	Capt. N. D. Nichols		70
Fourth " " " "	Rear Adm. Geo. Day		69
Low gross, first nine,	Comdr. H. C. Train		38
" " second " "	J. B. Oldendorf		40



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ENLISTED PERSONNEL

Letters of Commendation.

The following enlisted men have recently been awarded letters of commendation:

Winston Newell Ward, BM 1c, U.S.N., Navy Yard, Norfolk, Va., home address 26 Windsor St., Atlanta, Ga., has been commended by the Secretary of the Navy for the prompt and efficient action displayed by him in rescuing Chief Electrician I. L. Glenn, U.S.N., from drowning. Chief Electrician Glenn, when disembarking from a motor boat of the U.S.S. ARIZONA at Campbell's Landing, Norfolk, Va. on 12 July, 1929, accidentally slipped on the wet planking and fell into the water. In falling he struck his head on the boat, the blow rendering him unconscious. Ward rushed down the steps of the landing, pushed off the boat, dived overboard, caught Mr. Glenn by the hair and succeeded in pushing him to the dock in safety. The water was rough at the time due to the swells from a ferry boat which had just entered a slip alongside the landing.

David Kaea Simeona, SF 1c, U.S.N., U.S.S. UTAH, home address Kailua, T.H., has been commended by the Secretary of the Navy for the promptness, hardihood, and disregard of personal danger he displayed in rescuing William J. Edens, RM 1c, U.S.N., from drowning. At about 9:45 p.m., 27 June, 1929, while the U.S.S. UTAH was at anchor outside the breakwater off Barcelona, Spain, Edens, in attempting to get on board the ship's port gangway from a fifty foot motor launch, lost his balance and fell into the water between the boat and the side of the ship. Edens was apparently dazed and appeared utterly incapable of helping himself. Simeona jumped from the launch into the water, caught Edens, and pulled him under the overhang of the gangway until aid arrived from the dock of the ship. Simeona thereby prevented Edens from being crushed between the side of the ship and the boat and from possible drowning as there was a considerable ground swell running with the usual chop in that vicinity.

William Floyd Atchison, Cox., U.S.N., U.S.S. ANTEARES, home address 114 South Barcelona St., Pensacola, Fla., has been commended by the Secretary of the Navy for the heroic conduct displayed by him in saving the life of Leon Carey, Carpenter's Helper, U. S. Lighthouse Service. At about 5:50 a.m., 27 December, 1928, while the lighthouse tender POINSETTIA was secured to the pier at the Naval Station, Key West, Florida, an explosion occurred on board that vessel which hurled Carey toward the forward part of the vessel and overboard. Immediately thereafter the gasoline on the surface of the water and the surrounding wreckage caught fire. The U.S.S. ALLEGHANY, on which vessel Atchison was stationed, was about one hundred feet from the POINSETTIA at the time of the disaster. On hearing the explosion Atchison ran from his bunk to the deck and seeing the POINSETTIA was on fire rushed to the deck and sent in the fire alarm. He then dived overboard to assist Carey who was cramped and frantically calling for help, but could not reach him because of the intense heat of the burning wreckage and gasoline. He again dived overboard and after searching the wreckage succeeded in getting hold of Carey and swimming with him to safety. The courageous action of Atchison on this occasion is in keeping with the best traditions of the Naval service and he has been recommended for the award of a silver life saving medal in recognition of his heroic deed.

Harold Milton Cuttman, Flc, U.S.N., Naval Hospital, Newport R. I., home address 532 East 120th St., New York, N.Y., has been commended by the Secretary of the Navy for his conduct in assisting three men, who were in danger of drowning, to safety. At about 11:30 p.m., 22 July, 1926, three men, who were apparently intoxicated, were seen to be struggling in the water from a capsized canoe off the Government Landing, Newport, R. I. Cuttman jumped aboard a Navy barge as it was shoving off from the dock and upon arrival at the scene of the accident dived overboard and materially assisted these men in climbing into a small skiff which had reached the scene by this time.

James Caswell Clarke, Slc, U.S.N., U.S.S. ILLINGTON, home address R.F.D. #1, Florence, S. C., has been commended by the Secretary of the Navy for his courageous action in saving an unidentified man from drowning in the surf off Long Beach Municipal Pier. At about 1:00 a.m., 11 August, 1929, the unidentified man, apparently demented, jumped from the seaward end of Pine Avenue Pier, Long Beach, California, into the water. He then attempted to keep himself afloat, but was unable to do so and began to sink. Clarke jumped from the end of the pier, pulled the drowning man to a pile and helped to support him there until a shore boat arrived to render aid. The pier stands approximately twenty feet out of water. There is a heavy ground swell constantly running with a back chop from a nearby breakwater which makes swimming in that vicinity particularly dangerous. The courageous action of Clarke on this occasion is in keeping with the best traditions of the Naval service and he has been recommended for the award of a silver life saving medal.

Harper Fred Kenney, Slc, U.S.N., U.S.S. RAMAPO, home address 10 West Street, Westboro, Mass., has been commended by the Secretary of the Navy for the heroic conduct displayed by him in rescuing a shipmate from drowning. On the night of 9 September, 1929, while the U.S.S. RAMAPO was moored to berth "E", Navy Yard, Mare Island, California, William Golden, S2c, U.S.N., fell overboard from the stern of the ship, a fall of about thirty feet. The tide was ebbing with a current of approximately one and one-half knots at the time and the water was very muddy. Golden had drifted about forty feet when Kenney dived overboard and swam to his rescue. When Kenney reached him he was sinking. He towed him toward the dock, a distance of about fifty feet, during which time Golden struggled, thus impeding the rescue. When within ten feet of the dock a life belt was thrown to Kenney which he succeeded in placing under Golden's head. Kenney then towed him to a camel alongside the dock where other members of the crew assisted in hauling him ashore. The timely and courageous action of Kenney on this occasion is in keeping with the best traditions of the Naval service and he has been recommended for the award of a gold life saving medal.

TRAINING

Naval R.O.T.C. Enrollments.

The Naval Reserve Officers' Training Corps entered upon the fourth year of its existence with this year's Fall enrollments at the various institutions in which units are established. The first classes will be graduated in 1930 and eligible members commissioned in the Naval Reserve. Enrollments for the four years since the units were first established are tabulated below; total enrollment in the Corps is limited by the present law to 1200.

Institution	1926-27	1927-28	1928-29	1929-30
Harvard University	57	79	123	171
Yale "	60	112	125	175
Georgia Tech.	66	111	145	193
Northwestern University	61	85	130	175
University of Washington	64	111	155	172
University of California	60	107	137	185
Totals	368	605	815	1071

General Classification Test Data.

Some months ago the Bureau published the statement that very few enlisted men who made below 80 on the General Classification Test succeeded in passing the entrance examinations to the Naval Academy. A recent investigation shows that 77 men whose G. C. T. marks are on record entered the Academy in 1928. Of the 77, six made G. C. T. scores less than 80, of whom four bilged in their first year. The other two stood in the bottom quarter of their class.

Recruits under Training.

The following table shows the number of recruits under instruction at the various Training Stations under date of 9 November 1929.

	Great lakes	Hampton Roads	Newport R. I.	San Diego	Total
Recruit Training					
Apprentice Seamen	705	707	518	1206	3134
Seamen Second Class	7	6	9	44	66
Firemen Third Class	0	0	0	31	31
Other Ratings	16	22	11	26	75
	726	735	538	1307	3306

Leaders in Training Course Records.

An examination of the list of ships and stations with their training course records for the last fiscal year arouses some interesting speculation; e. g., it is noted that the twenty-five ships which stood at the top in the percentage of the crew taking courses constituted an almost completely different list from the list of the top twenty-five arranged in order of "Average assignments completed per man enrolled". In other words, some ships made their record by enrolling a great many men but not doing much per man, while other ships made their record by selecting a relatively small number of men who studied consistently and completed a great deal of work. While the former practice is desirable it would appear that full profit from the courses cannot be obtained unless there is a group of specially selected men whose study will most profit themselves and the ship who take full advantage of the opportunities offered. It is observed that the list of those whose men completed many assignments each included a number of submarines with about nine men per submarine doing the work. The two lists follow, list "A" being the ships who stood at the top in percentage of enrollment, and list "B" being those that stood at the top in work done per man enrolled. There are only two ships common to both lists.

<u>"A"</u>	<u>"A" (Continued)</u>	<u>"B"</u>	<u>"B" (Continued)</u>
Tanager	Putnam	Wood	Barall
R-2	Milwaukee	Hull	Florida
Macleish	Mervine	Partridge	Simpson
S-41	Chase	Pecos	S-37
Avocet	Burns	Bruce	Chaumont
Goff	Farenholt	R-15	R-2
Paul Hamilton	Williamson	Black Hawk	Flusser
Ortolan	Farragut	R-12	Toucey
Salinas		R-5	
Selfridge		R-9	
Panay		Widgeon	
Palos		Yarborough	
Marcus		R-1	
Kidder		R-17	
Robin		R-18	
Detroit		S-38	
Flusser		Trenton	

Slidefilm Production.

All ships and stations who are owners of slidefilm projectors will receive slidefilms mailed from the Bureau on the following dates:

Battleships	1 November 1929
Painting	1 December 1929
Light Cruisers	2 January 1930

Future issues will be announced from time to time in the bulletin.

Present indications are that it may be possible to speed up production after the first of the year so that slidefilms will be produced at the rate of two a month and will be mailed on the 1st and 15th of each month. The ultimate aim is regular distribution of one new slidefilm each week.

DISCIPLINE

When is a Summary Court Martial not Summary?

Four Summary Court Martial cases which were tried approximately one month subsequent to the hearing of these cases at the "East" were recently received from one ship.

Webster's New International Dictionary defines summary as "done without delay or formality; quickly executed; as, a summary process; summary vengeance.- A proceeding or procedure, civil or criminal, in the nature of a trial conducted --- for the speedy and peremptory disposition of some minor matter".

The very name Summary Court Martial implies speedy trial and justice. A long delay in bringing the accused to trial and in final disposition of a Summary Court Martial case tends to defeat its purpose. "The certainty of prompt punishment is more conducive to discipline than punishment deferred long after the offense."

RESERVE

Board to Select Captain, U. S. Naval Reserve.

The Board to select one officer of the line of the Naval Reserve for the grade of Captain, U.S.N.R., consists of the following officers: Captain Clarence A. Abele, USN, President; Captain Yancey S. Williams, USN, Captain Hugo W. Osterhaus, USN, Captain Charles W. Early, USN, Captain Byron McCandless, USN, members; and Commander Damon E. Cummings, USN, recorder. The Board convened on Friday, 15 November, 1929.

Merchant Marine Naval Reserve.

The Merchant Marine Naval Reserve is continuing its steady growth. 2462 officers have been issued commissions in this branch of the Reserve.

90 vessels have been warranted by the Secretary of the Navy to fly the Merchant Marine Naval Reserve Flag. The Export Steamship Corporation now has eighteen of its ships flying this flag; the American Hawaiian Steamship Company has ten; the Matson Navigation Company has seven; the Union Oil Company, five; The Dollar Steamship Company, the Admiral Oriental Line, the Oriole Line, and the American Merchant Lines, have four each. The other thirty-four vessels flying the flag are divided among nineteen other steamship companies.

Aerial Survey.

At the request of the Automobile Club of Southern California, a photographic survey of the City of Pasadena and the Pasadena Bowl, is being made by the U. S. Naval Reserve Aviation Base, Long Beach, California, with a view to establishing added facilities for the handling of traffic to and from Pasadena on the occasion of the Pasadena Tournament of Roses, on 1 January, 1930. It is thought that this event, together with the usual East-West football game will involve the handling of more than one-half million people.

MISCELLANEOUS

U. S. Navy Travel Instructions.

The Bureau of Navigation has completed distribution of the U. S. Navy Travel Instructions, the new publication combining instructions previously included in publications of the Bureau of Supplies and Accounts and the Bureau of Navigation. A few important changes from previous instructions have been made.

For illustration: Under the new instructions, an officer ordered to duty under instruction makes a permanent change of station when the course of instruction at one place is scheduled for five months or over, and he is now entitled to transportation for dependents. Under previous instructions, transportation of dependents was not authorized unless the course was in excess of ten months.

Enlisted men are also entitled to transportation of dependents when the course of instruction is scheduled to exceed five months. Under previous instructions, they were not entitled to such transportation unless the course was in excess of six months.

Under the new instructions, chief petty officers are entitled to standard Pullman lower berths when sleeping accommodations are required, and to parlor car seats otherwise.

One copy of the Travel Instructions was distributed, through the Bureau of Supplies and Accounts, to each officer of the Supply Corps. Commandants of all Naval districts were furnished with sufficient copies to distribute at least one to each district activity. Each recruiting station was furnished with one copy and all independent shore stations with sufficient copies for each important activity. Each sea-going unit was furnished with one or more copies in accordance with the size of the vessel. Corrections will be distributed in the same manner.

The Bureau is receiving requests for additional copies of the Travel Instructions from individuals and activities. In reply, each is advised the method of distribution and directed to submit request to the commandant of the district or commanding officer. The officer receiving the books for distribution will keep a record of the persons receiving copies, thus insuring that they will later receive copies of corrections.

New Y.M.C.A. Branch in New York City.

The Bureau of Navigation has recently received a notice from YMCA Headquarters of the City of New York, that their new building, the "William Sloane House", will be opened about 1 March, 1930.

A special effort is being made to make this branch of the YMCA attractive to the enlisted personnel of the Navy and Marine Corps.

The building, land and equipment has cost close to \$3,000,000 and provides 1495 sleeping rooms, besides check rooms, lockers, gymnasium, showers, lunch counters, restaurants, etc.